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Hongkong, 9th August, 1907.

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The Daily Press.

HONGKONG, AUGUST 9TH, 1907.

In the history of foreign merchants in Japan is ever to be written, commend me to Capt. BRINKLEY, for it is a subject to be treated with tact, and the famous Tokyo soldier-journalist is full of that. At the same time, the student anxious for the truth, the whole truth, will be in a difficulty. The Japanese historian will be of no use to him, for his account is tinged with a bitter resentment; and historians like Capt. BRINKLEY, where the foreign merchant is concerned, are to his faults a little blind. Of one side of the story of the relations of Japanese and foreign merchants the public has been fed to surfeit. The Japanese "lack of commercial integrity" is a string that has been frayed with too much harping, and it has been a very rare satisfaction to encounter such fair-minded deponents as Mr. R. D. ROMSON, whose testimony we published a week or two ago. It is obvious that the Japanese merchant was for a good while in a state of pupillage to the foreign merchant. Indeed, much has been made of his "ingratitude" in learning all he could from the foreigner, and then seeking to out his teacher. For the lessons he learned, the teacher is bound to accept a certain amount of responsibility, and the implication is not obscure, if the bad character given to the pupil be established. If he had to pay as dearly for his learning as the Japanese historian tells us, we can but be surprised and gratified that the Japanese commercial graduate is no worse than he is said to be. The importers and exporters of the early days in Japan

were certainly not extreme altruists; they did not suffer exile for the benefit of the Japanese, and even the tactful Captain BRINKLEY admits that there were some abuses. In an interesting article in the commercial supplement of the *Times* of July 8th, he discusses the past and future of the foreign merchant in Japan. After fifty years, it has become "a topic of considerable anxiety and conjecture." The foreign middlemen, in the days when the Japanese were incapable of acting the part, took all the risks and conceded to the Japanese "an equitable share of the profit." Naturally, the Japanese and foreign definition of what was equitable in that connection varied. There are Japanese accounts extant which give fuller explanations of the native desire to dispense with the foreign middleman than Captain BRINKLEY gives. He says:

"The foreign community lived almost wholly isolated. They did not of deliberate choice segregate themselves from the people among whom they had cast their lot, but all the conditions of their existence combined to differentiate them, and that, too, in a manner eminently calculated to estrange Japanese sentiment. In the first place, they acknowledged no responsibility towards the laws of the land, this exemption being based on an assumption of superiority necessarily calling for a proud and patriotic action like the Japanese. In the second, the imposing dimensions of their houses, the comparatively costly and ostentatious fashion of their lives, and the fact that they had virtually no social intercourse with the people of the country, all tended to create an impression, on the one hand, of deriving large profit from the trade they controlled, and, on the other, of despising and looking down on the nation whose hospitality they enjoyed. Then into the manner of conducting the trade practices gradually obtained themselves, which helped to accentuate the situation. Silk and tea were the two chief staples of export, and the handling of both of these a system of *ryikomo* to the Japanese had to be adopted. As to silk, none but hand-reared being originally procurable, and neither Japanese agriculturists nor Japanese middlemen having a due appreciation of uniformity of quality or faithfulness to sample, the foreign exporter found it necessary to take the various parcels of silk into his own warehouse, and hold them for inspection, pending the completion of which process no bargain was concluded. On the whole this system was honestly pursued by foreign local merchants, but some abuses undoubtedly disfigured it—as when silk was held not so for inspection, but to suit the market—and these abuses, combined with the obviously objectionable character of view, gradually excited among the Japanese a strong ambition to get the system itself into their own hands. First, however, an attempt was made to modify the system itself by establishing a Japanese commission house at Yokohama, and claiming for its seals the same validity as that possessed by the marks of the foreign inspectors. This project, vehemently resisted by the foreign middlemen, led to a somewhat bitter contest, which ended in establishing the old system on a firmer basis than ever, and in strengthening the determination of the Japanese to establish themselves independently as silk exporters. In the case of tea, the conditions were even more striking. The Japanese producer's sun-fired leaf being unfit for export in that condition, had to be re-fired in Yokohama, and this in the refining warehouses of the foreign middlemen. They took the various parcels of tea, practically without discrimination, and dumped them into pans, where they were mingled with a particularly dirty tribe of the commonest laborers of both sexes. A certain proportion of sulphate of copper having been added to impart the colour which alone appealed to American taste, the re-fired staple was made up into parcels and exported under the name of a foreign middleman. Such a system not only discouraged all individual effort on the part of the producer, but also added largely to the cost of the staple incentive to take the business out of foreign hands. The same story, though in less striking terms, might be told of almost every branch of the country's over-sea commerce, so that on the one side, the Japanese struggled perpetually to organize a system of "direct export," on the other, the foreign middleman clung with tenacity to the business he had developed.

In 1893, the Japanese had managed to get into their own hands seventeen per cent. of a total trade of £18,000,000; to-day they have forty per cent. of a total of £81,000,000. It is obvious that the foreign middleman's grumbles are not altogether warranted; there are still considerable pickings left to him, though it is admitted that in time these must be further reduced.

Not only have the Japanese succeeded in securing the confidence of American buyers under the name of a foreign middleman, but also they obtain from their own banks more liberal accommodation than the average foreign exporter can get from Yokohama or Kobe banks. Thus the Japanese are able to command a longer interval of time for seeking a market in the United States, an advantage by no means inconsiderable. There is also a further weight in their side of the scale. They are in a position to lend money to the agriculturists against the security of the latter's crop, which thus comes into their hands at rates considerably lower than those charged to the foreign exporter. In fact, the day does not seem to be far distant when the Japanese exporter will control the whole supply of silk, so far as at any rate, as the American market is concerned, and will set what limits he pleases to the portion obtainable by his foreign competitors. The case of tea promises to be somewhat similar. It no longer requires to be carried to a foreign settlement for re-firing and packing. The Japanese themselves are not quite competent to carry out these operations, and they are forming organizations to export the leaf direct from the chief producing districts so that the foreign middleman will be entirely eliminated. They have not yet achieved much of their spinning and weaving factories. These manufactures some 20 millions sterling of yards for each of that amount. Thus far the export business has remained chiefly in foreign hands, but there are evidences of a strong resolve to alter that state of affairs.

This is not very cheerful for the British merchant in Japan, certainly, but it does

not after all contain ample provocation for the Jeremiah of the British press. So long as the Japanese trade with England continues to expand, it does not seem of national moment whether the go-betweens be Japanese or foreign, other things, as credit and solvency, being equal. Beyond that, however, Captain BRINKLEY sees room for hope even for the foreign merchant, who, he says, ought to set about exploiting the industrial field, by entering into partnership with Japanese manufacturers. "It must be a coalition, not competition." The foreign capitalist cannot succeed alone as a manufacturer in Japan, and the Japanese, although progressing, can proceed but slowly without him.

Associated with Japanese of the better class, a foreign capitalist could not only count with confidence on the smooth working of his enterprise, but might also exercise whatever measure of control seemed wholesome. This is the field which now invites the foreign capitalist and expert. He must cease to make the distribution of Japanese products his chief business and must himself be a co-producer. In 1911 Japan will recover her tariff autonomy, and we may assume that she will exercise it in the sense of imposing protective duties, so far as such a policy can be made to consist with the collection of revenue. Already she has manipulated her statutory tariff in such a manner that it affords a considerable measure of protection to her own producers, and the conventional tariff will fare similarly when it becomes accessible. The present therefore, is the time for foreign capitalists and experts to bid for a share in the industrial development now in progress as a natural sequel of the late war.

The "Crescent" cruiser, Capt. R. Nagout, left Plymouth on July 12th, for Singapore with relief crews for the China and Australia Squadrons.

Mr. Brackenbury, the Governor's Private Secretary, arrived here yesterday. He is a brother to the lady who accompanied His Excellency and Lady Lugard to Hongkong.

The Russian Government contemplates the reorganisation of the Viceroyalty of the Far East, with its headquarters at Harbin. General Grodekoff is to be nominated Viceroy.

It is stated that several local gentlemen have been approached by the Government to become members of a committee which will be presided over by the Colonial Treasurer, to inquire into the question of currency reform.

A marriage has been arranged between Staff Surgeon L. F. Dartnell, Royal Navy, only son of the late Mr. Edward C. Dartnell, of Calicut, Peru, and Margaret Ethel, third daughter of the late Mr. David Gilmore and of Mrs. Gilmore, of Mickleham Down, near Dorking (date of marriage).

Herr Dernburg, the Secretary of State for the Colonies, is setting to work in earnest with regard to the development of the German colonies. He has decided to appoint several Commercial Attachés to assist the Governors of the greater German protectorates and colonies. These Attachés are to be practical men, and that the right kind of man may be sent out, Herr Dernburg intends to appoint only the younger sons of leading Hamburg merchants.

For some time the Admiralty Committee have been making inquiries as to the erection of a torpedo factory on the Firth of Clyde, and they have, it is said, reported favourably on a site at Loch Long, almost opposite Port Miltid, which is a comparatively secluded area with deep water and a long range, all of which are essential for torpedo tests. At present, it is understood, the Admiralty contemplate spending £30,000 on the preliminary building operations. The site is capable of extension.

Dr. Ernst von Halle, of the Berlin University, an authority on international commerce and domestic industries, in discussing the enormous increase of England's foreign trade during the fiscal year just completed, says: "England is foolish to rejoice over the sale of so much machinery used in textile industries, as the result will probably be that the countries to which they are exported will become rivals of England in the markets of the world. By exporting coal in large quantities England is weakening her own resources, a fact which will some day cause her regret." One of the largest Continental coal merchants, speaking of the great scarcity of coal on the Continent, says that one thing which has helped to maintain the high price of coal is the raising of the Welsh miners' wages 11 per cent. "For it is a curious condition amongst the English miners," he added, "that they do not work to save, but when they have earned enough money they take a little holiday." As a result, since the increase in their wages, the output of coal has been less, and this keeps up the price.

Sir Thomas Hambury, of La Mortola, Ventimiglia, Italy, died on March 9 last, leaving a fortune valued at £789,321. By his holograph will made on June 7th, 1905, his executors are directed to dispose of his mortal remains by cremation, interring the ashes beneath the pavement of the terra-cotta kiosque in his garden at La Mortola. He gave to his wife, Dame Katherine Adam Hambury, £5,000 a year, in addition to what she will receive from the funds of her marriage settlement, and the use of the Palazzo Orongo and contents; to his son Cecil other property at Ventimiglia and Shanghai, and on the death of his mother the Palazzo Orongo; to his children Daniel, Horace, and Hilda Beatrice other property in Italy and at Shanghai; to the Thomas Hambury School and Home for Children, 20,000 taels; to the Society for the Diffusion of Christian and General Knowledge, Among the Chinese, 20,000 taels; to Ranzo Bonelli, 10,000 lire; and legacies to servants. The residue he left to his four children.

The *Stella*, from Southampton on September 25, will take drafts for Gibraltar, Malta, and Egypt, and arrive home with details on the 21st of October. She will leave again on October 31 with drafts for Egypt, Ceylon, Singapore, and Hongkong, getting back to Southampton with more details on January 27.

Another interesting discovery has been made by the German archaeologists at Athens, who are excavating what is believed to be the site of the palace of King Nestor, near Pylos. A number of prehistoric jars have been found containing figs and grains of wheat. The contents of the jars were almost petrified, but could be easily identified. The archaeologists estimate that the figs and wheat have been in the jars for 500 years.

A coolie was charged before Mr. H. H. J. Gompertz at the Police Court yesterday with firing a revolver to the danger of persons, and with being in possession without a permit. His brother brought the weapon from England recently, and the defendant was having a little target practice with it when arrested. His Worship imposed a fine of \$50 with the alternative of two months' imprisonment on the first charge, and on the second the fine was \$10 or 21 days. The arms and ammunition were confiscated.

The suspicious movements of a Chinese tailor at Wanchai in Wed day caused a constable to detain and question him as to a bundle he was carrying under his arm. The tailor said he was taking home a bundle of clothes which his brother had given him, but, as some of the articles were women's wearing apparel, the constable took the tailor to No. 2 Police Station. There he learned that a report had been made about stolen clothing, and when the owner appeared and claimed the bundle the tailor was charged with larceny. He appeared before Mr. H. H. J. Gompertz at the Police Court yesterday, was found guilty and sentenced to six weeks' imprisonment and six hours' stocks.

The United States Government has, the Central News says, placed considerable orders in Britain for the supply of Welsh steam coal. One order, in fact, amounts to £10,000 tons. The coal is to be despatched immediately in specially chartered steamers to the Philippines. Simultaneously large quantities of coal have been ordered from Newcastle, New South Wales, to be sent to certain rail-roads on the West Coast of South America. The tension between Japan and America is reflected at Lloyd's in the fact that underwriters are now asking from 1s. 6d. to 2s. 6d. per cent. to cover war risks on the voyages of the colliers from this country to Manila.

A Congress composed of representatives of the traffic departments of all the Russian railways has just been sitting in the Ministry of Ways of Communication. The Congress has paid special attention to the project of establishing a direct through service of trains between St. Petersburg and Vladivostok without passengers being obliged to change carriages in Moscow, which is the starting-place for the "Siberian Express." But the new railway line, running almost due eastwards from St. Petersburg to Volodga, Valais, and Perm, will join the Siberian Railway at the Siberian frontier station of Chelyabinsk. Thus, Moscow will be avoided, and the journey will be shortened by ten hours by the new through service. The new express to Vladivostok will leave St. Petersburg twice a month for the present.

The Japanese paper industry has, says a British Consular Report, made but slow progress since its commencement. In the beginning, doubtless, want of experience must have accounted for this; but the chief difficulty has been dearth of material. At present the industry is not without promise. Should the scheme for manufacturing pulp out of bamboo grass mature, the main obstacle in the way of progress would be removed. Much, again, is expected of Hokkaido: if it fulfils all that is claimed for it a source of supply of material for many years will be obtained. The paper industry has certainly had a good deal of life infused into it during the last year but one cannot help wondering whether it is not being overdone. A change from £1,000,000 to close on £3,000,000 invested is a very great one. The Japanese market alone would scarcely seem sufficient to make it profitable, and Japan is far from being in a position to export. But however events may turn out, it is certain that the Japanese manufacturer aims at monopolising the home market to the exclusion of the foreign importer. Whether he will do so or not is for time to decide.

Commenting upon the proposed despatch of an American fleet to the Pacific, the *Temps* observes that no one can contest the right of the United States Government to take this course any more than it was possible to contest England's right to redistribute her naval forces as she did recently. What is to be feared, it says, is that, contrary to the wishes of President Roosevelt and his Ministers, the Californians may regard the measure as an encouragement in their conduct towards the Japanese at San Francisco. It may also be apprehended that the Japanese Opposition may represent the despatch of the American battleships as a provocation. The *Temps* considers the language attributed to Admiral Dewey and Admiral Sakomoto in recent interviews as calculated to fan the flame, and prefers the robust optimism of Admiral Brownson in saying that there could not be a more propitious moment for such a demonstration as the relations of America with all nations are of the most pacific character. It adds: "We must, therefore, not exaggerate the gravity of the situation, as certain newspapers are disposed to do. . . . There are more reasons for confidence than grounds for apprehension. The state of affairs is, however, one on which it is desirable to keep a close eye."

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

OBITUARY.

LONDON, August 8th.

The Marquis of Bristol and Maharajah Dattia are dead.

(Frederick William John Hervey, third Marquis of Bristol, was 73 years of age. He was Lord Lieutenant of Suffolk since 1888 and Hereditary High Steward of Liberty of St. Edmund. He was M.P. for West Suffolk, 1859-64, and owned about 32,000 acres.)

(His Highness Maharajah Sir Lokeswar Bhaswar Singh Bohadur Dattia, K.C.S.I., was 61 years of age. As one of the ruling Indian chiefs he was entitled to a salute of fifteen guns.)

YACHTING.

LONDON, August 8th.

The Kaisers' Cup at the Cowes Regatta has been won by Lord Dunraven's *Carina*.

ANTWERP STRIKE.

LONDON, August 8th.

The strike of dock labourers at Antwerp has now become general.

MOROCCO.

LONDON, August 8th.

French statesmen are offering assurances that the independence of Morocco will be maintained.

NAVAL COLLISION.

LONDON, August 8th.

The destroyer *Quail*, as the result of a collision with the *Attentive*, has been wrecked.

BELFAST RIOTS.

LONDON, August 8th.

The labour troubles at Belfast having culminated in riots, troops are now holding the city.

[REUTER'S SERVICE.]

THE BRUSSELS SUGAR CONVENTION.

LONDON, August 6th.

Lord Elgin announced in the House of Lords that a protocol modifying the Sugar Convention had been drafted by the Brussels Commission and would be signed on the 1st September, if accepted by the Powers.

THE MEETING OF THE TSAR AND KAISER.

LONDON, August 6th.

Semi-official statements in Berlin and St. Petersburg declare that the discussions at Swinemünde covered all questions of moment, and testified to the desire of both parties for the peace of the world. They in nowise modified existing alliances, and recognised that the Russo-Japanese agreement, and the prospective Anglo-Russian agreements were most conducive to the maintenance of peace.

THE TROUBLE IN MOROCCO.

LONDON, August 6th.

After posting guards at the Consulate, the French battleship *Galilee* bombarded the Moorish quarter (of Casablanca) and its surroundings. It is believed that 150 Moors were killed by the bombardment.

ACCIDENT IN A DESTROYER.

LONDON, August 6th.

The oil fuel of H. M. S. *Spartan* ignited, and two stokers were killed and four injured.

THE KING'S CUP AT COWES.

LONDON, August 6th.

The *Meteor* won the King's Cup at Cowes.

COTTON GOODS SHIPMENTS.

A Manchester correspondent writes:—The figures for the past six months relating to our cotton goods shipments show that we have kept pace in yardage with the same period in 1906, but the values are larger, namely, 39½ million pounds as compared with 36½ millions India, on the whole, has kept up her takings, but China has absorbed less. Turkey and Egypt have done remarkably well, and so has Italy and Morocco as well as Persia. Most of the foreign outlets have taken freely. In cotton yarn our shipments kept up to a remarkable extent. We exported during the past six months 113,000,000 lb., as compared with 107,000,000 in the first six months of last year. The values are £7,000,000, as compared with £5,750,000 in 1906. Germany has taken very extensively, and so has Holland and Russia. India has done badly, chiefly in Madras. We continue to ship more freely of textile machinery. In June the figures were £261,000, as compared with £121,000 in June of last year. The principal causes of increase this half-year are Russia, France, China, Japan, America, and Australia. Germany shows a falling off.

THE HARBOUR MYSTERY.

MURDERED WOMAN NOT IDENTIFIED: NO ARREST YET.

The slinking crime brought to light by the discovery on the C.P.R. steamer *Monteagle* on Wednesday afternoon, as reported in the *Daily Press* on Thursday morning, is still shrouded in mystery, and promises to be a difficult case to unravel. We have since ascertained that the body of the woman when found was so decomposed that identification was practically impossible.

It now transpires that the box containing the murdered woman was taken aboard the steamer on Sunday by a European, who was particularly anxious that it should be stowed away in the hold. As it was stated to be luggage, however, this was not done. It was placed in the luggage room, and on Wednesday the offensive odor led to a closer inspection of the trunk, from which blood was found to be oozing. In whose suspicious circumstances, the Chief Officer decided to open the box. The ship's carpenter, Erasmus Loozon, was instructed to remove the lid. When this was done the decomposed body of the woman was revealed to the horrified onlookers. It had been doubled up and crammed into the box. When the trunk was removed to the mortuary and the woman taken out and examined, it was found that she had been strangled.

A piece of calico was tied round her neck, a hairbrush being used as a lever to tighten it. Her face was very much bloated and as previously stated, unrecognizable. Her only garment was a chemise, and although this bore an initial, it could not be deciphered owing to the blood stains. The murdered woman had auburn hair, and was about five feet nine inches in height.

After removing the body to the mortuary Sergeant Watt, of the Yaumati Police Station, notified all the Police Stations of the occurrence, so that no time might be lost in searching for the murderer. The theory is, however, that he has left the Colony, having had ample time to do so since depositing the trunk on the *Monteagle*. The police are not likely to make much progress in their search until the identity of the woman is discovered. It is believed she cannot have been a resident of Hongkong, otherwise she might have been reported as missing.

LATER.

We understand the police have obtained a description of the European who took the trunk on board the steamer, and are endeavouring to trace his subsequent movements. They are also in search of the sampan by which the trunk was conveyed to the *Monteagle*, hoping thus to obtain further particulars about the man who is now very much "wanted." He has had four days' start, however, and if his future movements are conducted with the skill which enabled him to ship his victim on board the steamer, the chances of capture are very remote.

Last night persistent rumours of an arrest having been made were in circulation, but on enquiry we learned that as yet nothing of the sort had been done. We believe that a man fell under suspicion, and was under police observation for a time, till the authorities became satisfied that he could not have been implicated. The "American" said to have been arrested has no existence, save on the tongues of rumour.

We are informed on unimpeachable authority of the existence of a valuable clue which the criminal or criminals, with extraordinary carelessness, left behind.

It would, however, be extremely injudicious at the present juncture to divulge the nature of it, and we have been requested not to do so. The public may rest assured that the police are well advanced in their investigations, and that Justice is not likely to be balked in this instance.

The instruments of the central seismographic station at Hamburg on July 9th repeatedly registered severe earthquake shocks extending over a period of more than two hours. The shocks must have occurred at a distance of about 8,000 miles from Hamburg, and if the shocks took place on inhabited land and not in the ocean they must have had a most destructive effect. The shocks began at 8 a.m. 3 min. 27 sec. p.m. The disturbances reached their height at 8.40 p.m., and the most powerful shock occurred shortly before 8.53 p.m., when the instruments registered an oscillation of six millimetres. The disturbance ended shortly after 10 p.m.

LATEST STEAMER MOVEMENTS.

The *Apsara* str. *Arratoon* Apsara from Yokohama and Kobe, left Kobe on 8th inst. a.m., and may be expected here on or about 12th inst. at morning.

The str. *Glamorgan* left Singapore on Wednesday the 7th inst., and is due here on or about Thursday the 13th inst. at noon.

The F.G.M. str. *Prinz Waldemar* left Kobe on Thursday the 8th inst., and may be expected here on or about Tuesday the 13th inst.

CORRESPONDENCE.

MACAO MATTERS.

[TO THE EDITOR OF THE "DAILY PRESS,"]

SIR—Your correspondent, "An Enquirer," informs the public that the Taxation Regulations, though they were issued in 1887, have not been put into force, except a few items that the former Governor, Senhor Montenegro, thought advisable to adopt at a minimum rate of charges, and further "that the Provincial Government has not issued any decree to the Fazenda to put the said Regulations into force."

I have the cuttings from your paper and I do not find the statement made that the Provincial Government has issued a decree to the Fazenda to put the Regulations into force. The statement made was that the Fazenda had put them in force, or rather, it should now be said, attempted to put them in force.

The evidence for this statement is official evidence, accessible to everybody and as your correspondent, "An Enquirer," has evidently not seen it, I advise him, when he next visits Macao, to secure a copy of the "Instruções e Tabelas de Contribuições," and Tables of Industrial Contributions, printed in Portuguese and Chinese, and issued in the Colony by the Fazenda a few months ago. On the title page he will find these words:—"Instruções e tabelas de contribuições industriais extraídas do regulamento aprovado por Decreto de 23 de dezembro de 1887 e portaria provincial No. 20a de 7 de Março de 1907."

If the distribution of these instructions and tables, giving a formidable list of taxes, was not an intimation to the public of their enforcement, why on earth were they published?

One word more. What are the circumstances which have set the Governor studying a better scheme for a thorough revision of taxes? Better scheme than which?—the scheme that was drawn up twenty years ago and has not yet been put in force?—the scheme that was published a few months ago and distributed throughout the Colony, spreading alarm among the population? Why was that scheme revised, and why trouble about any other scheme if there is no intention to levy new taxes? But, in proof of the fact that the taxation arrangements have undergone a change unacceptable to the Chinese residents of Macao, it is only necessary to read the letter which appeared in your columns recently from the Protector of Chinese and his interpreter. At the great public meeting, at which upwards of 2,000 Chinese were assembled, it was announced that a tax "recently levied" on Chinese doctors had been cancelled, and after the Protector of Chinese had given explanations with regard to other taxes, which explanations would have been unnecessary if the taxes were not new, he announced the Government's intention to revise the Taxation Regulations and to allow the Chinese to propose what they considered best in their interests, whereas they "unitedly great joy." I should think so.

But I have written sufficient to show that the letter of "An Enquirer" is misleading. Yours faithfully,

OBSERVER.

UNITED ASBESTOS ORIENTAL AGENCY, LD.

The eleventh annual general meeting of shareholders in the United Asbestos Oriental Agency, Ltd., was held at the offices of the general managers Messrs. Dodwell and Co., Ltd., yesterday afternoon. Mr. G. H. McArthur presided, other shareholders present being Messrs. E. J. Barrett, W. H. Wickham, A. Ritchie and G. K. Edwards.

The notice calling the meeting having been read.

The CHAIRMAN said:—Gentlemen I propose with your permission considering the report and accounts as read. The profit this year is very considerably in excess of that of last year; in fact it is the largest amount we have yet been able to show in any one year since the incorporation of the Company. The General Managers in recommending the increase of the Reserve Fund by \$10,000, which Fund will then stand at \$35,000, have in view the desirability of strengthening the Company's position without calling up further capital, and I hope this policy meets with the approval of shareholders. I am glad to say the result of the working of the Singapore branch is satisfactory, and I would mention that in April last we opened a branch in Shanghai with so far encouraging prospects, and I trust this branch also will prove a valuable source of income in the near future. The Stock has been carefully certified and full allowance made for depreciation. If any shareholder wishes to ask any questions I shall be pleased to reply.

There being no questions, the CHAIRMAN moved the adoption of the report and accounts. Mr. WICKHAM—I beg to second the adoption of the report and accounts as presented, and in doing so, I think that I shall only be voicing the satisfaction of the shareholders at the very excellent results of the year's working, a record as the Chairman has told us in the history of the Company. Bearing in mind the prevailing dullness of business throughout the Far East, such results could only have been attained by hearty co-operation of the Company's staff and the General Managers. To each the cordial thanks of the shareholders is due. The motion was carried.

Mr. W. H. Potts was re-elected auditor on the motion of Mr. BARRETT, seconded by Mr. RITCHIE.

The CHAIRMAN:—That is all the business, gentlemen. Dividend warrants will be ready on application.

SUPREME COURT.

Thursday, August 8th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

AN ECHO OF THE BLACK SQUALL.

Li Shek Pang of 81, Wing Lok Street, merchant, sued the Pak Mon firm of 13, High Street, building contractors, for the recovery of the sum of \$861, damages sustained by the vessel *Ying King*. The damages and injury to the vessel occurred on 28th January this year, as she was lying alongside a wharf to the west of the Harbour Office. Mr. J. K. Holmes appeared for the plaintiff, and Mr. R. P. C. Master for the defendants.

Plaintiff alleged that the damage was done to the *Ying King* by reason of the defective and insecure condition of a pile-driver belonging to defendants then upon the wharf, and as a result the pile-driver was blown over, falling upon the bows of the *Ying King*.

In their statement of defence the defendants denied that they were carrying out any work upon the *Ying King* wharf at the date mentioned or that they had left a pile-driver there, or that the *Ying King* suffered any damage by reason of defendant's neglect in leaving a pile-driver on the wharf in an insecure condition. If a pile-driver had been left on *Ying King* wharf, as stated, it did not belong to defendants nor was it under their control, and if the damage, as alleged, was sustained by plaintiff, it was not caused by the negligence of defendants or their servants. Moreover, if there was a pile-driver as stated in the wharf, it was in a secure condition, and if it was blown over, it was not through any negligence on their part, as on that day a violent spall occurred in the harbour. It was a sudden and irresistible act of nature which it was impossible to foresee.

Li Shek Pang, plaintiff stated that on the 28th January, 1907, he was the owner of the *Ying King*. She was then lying at the *Yen On* wharf. He went to the vessel that afternoon in response to a summons from the commodore of the ship, and on arriving there he found that the frame work of a pile-driver had fallen down upon the bows of the *Ying King*. To repair the damage he had had to pay one sum of \$150.25 and another of \$178.75 to the Dock Company, and \$500 to another firm for the towing.

Cross-examined by Mr. Master—He knew the pile-driver belonged to the defendants because there was erected alongside a matched which bore a signboard.

Captain Page of the *Ying King* was called and gave evidence to the effect that the pile-driver was on the wharf.

Mr. Master thought it would shorten the proceedings if he indicated that his defence was that the Pak Mon firm sublet the contract to another contractor, and that the plaintiff had sued the wrong man.

Lui Fat, partner in the Pak Mon firm, stated that he entered into a verbal contract with the *Yen On* Steamship Company for the repair of their wharf damaged by the typhoon in September last. He sublet the contract to Leung Li and had no control over the work.

Leung Li deposed that the pile-driver and material were in his charge.

His Honour gave judgment for defendants remarking that plaintiffs had sued the wrong man, and he was doubtful if they would get much out of the other man, as he did not look very wealthy.

JAPAN.

(FROM OUR CORRESPONDENT.)

Tokyo, July 27th.

KOREA IN THE LIMELIGHT.

Events have taken place with dramatic swiftness since Viscount Hayashi left Tokyo for Seoul on the 15th inst. The causes that have placed Korea in more complete subjugation to Japan do not seem to be obscured or jealously guarded, to be given to a future world by another Hohenzollern. The conflict was short and sharp, the end hastened by Korea's own provocation. It seems fruitless to discuss the rights and wrongs of the question, and the pity is that Korea's advisers did not months ago see in which way they were drifting. From the time a certain foreign journalist published what purported to be a denial by the Emperor of Korea of his consent to the Treaty of 1905 to the moment when the old monarch, at break of day, his palace under watch of foreign troops, was persuaded to abdicate his throne, Korea has been in the limelight. A series of indiscretions has been committed which could end in only one way—for Japan to preserve her international prestige—and the amateur politicians, native and foreign, who have contributed to the result may now contemplate their work at leisure.

THE MARKET.

There is as yet very little change in the position of the stock-market, which remains so nervous that any event, international or domestic is sufficient to prevent any continued rise to normal quotations. The American question, the crisis in Korea, the Manchurian loan result, none of which ought to have any lasting effect upon the market, appear in turn and join with local influences in keeping prices down. All this is very unsatisfactory, but should cause no uneasiness, for it is doubtful if the various leading companies were ever in a better position than they are at present, or ever had better prospects. In due time, also, international events, will swing round to a favourable position for Japan. There is already a reaction on the Pacific Coast, where the U.S. Secretary for Commerce and Labour seems to advise the formation of a pro-Japanese movement, with the object of interesting national representatives; Japan is firmer than ever in Korea, and rightly so, for the

Koreans have shown their own unfitness to rank with progressive nations. These and other events are promising for Japan. The most pessimistic must admit that the immediate industrial future of the nation is bright, and this being the case, a change for the better in regard to the stock-market must be looked forward to in the near future.

ABSURD COMPANY TITLES.

Whatever offence may lurk for it, in Gilbert's "Mikado," the Japanese Imperial House has ground for offence in the titles of many of the new companies that have been formed in Japan since the war. The offences lie in the use of the word "Imperial," which has become very common of late and is used in such ridiculous connections that it is good for us to know from Chamberlain and other authorities that the Japanese sense of humour is unlike ours. They are, indeed, a very unimaginative people. Else how is it that not a word of protest has been raised against the formation of the latest "Imperial" company, which deals in manure? The "Imperial Manure Company." Think of it: Is the word "royal" used to describe ordinary business companies in English? The word "imperial" used of course, has no reference to the Imperial House, but signifies to some way the new ascendancy of Japan. Some time ago we had a "Royal Brush Factory" in Osaka, the promoter of which probably hesitated to use the more august word, but perhaps encouraged by the latest innovation, it may yet blossom forth as the "Royal Imperial." Business men are not supposed to have any sense of honour in the office, but surely the use of those words in connection with manure and brush making—and in such an artistic country as Japan—would make a brass Buddha smile.

THE COUNTRY GENIUS TRIUMPHS.

The younger members of the male sex in Tokyo (and the older ones, too) have been going mad lately over the dancing of some provincial gals at the Exhibition music hall. It should be premised that it is a rare occurrence for country gals to give performances in the capital, as the metropolitans think they have nothing to learn in this direction. Indeed, the inhabitants of Tokyo regard the country people with a much greater degree of contempt than the most narrow Cockney does his provincial brother. Going to the music hall in this frame of mind, a large audience witnessed a performance which had nothing extraordinary in it excepting one turn, the last, a dance which did not occupy more than two minutes. Three dances were given, and the two first were quite of the conventional character, in which the girls in all, go through their work in stiff, conventional manner so characteristic of the acting and dancing in this country. Naturally this exhibition did not call forth much applause for infinitely better dancing can be seen any day in Tokyo. Item number three was styled the Bon-odori, or dance of the Bon festival—a rural dance indulged in during the hot season when the young rice is planted and the farmer has time for evening enjoyment. The Bon-odori took "the house" by storm, and in consequence of the eulogistic articles in the press, on the next and succeeding days the music hall was jammed with thousands of people anxious to see the dance and no less the pretty dancers, who hail from Miyagi, a district celebrated for a fide type of women. What is the attraction in the Bon-odori? To the foreigner, simply its naturalness, which the Japanese are certainly not accustomed to in these performances. The girls dance upon the stage to a vigorous tattoo on saké barrels accompanied by the flutes. As they dance they smile (instead of looking like so many automata) and by their movements suggest that they have partaken of a cup of saké before beginning, for their dancing delicately and gracefully suggests a little giddiness in the head. The contrast between this display and an ordinary dance must have been most striking to a Japanese for the spirit of gaiety and abandon, combined with pretty dresses and lively dancing was sufficient to arouse the enthusiasm of the most phlegmatic. It is interesting to know that the authorities stopped this from of dances in Nagasaki because of its immoral effect upon the rustic youth, but the show I have endeavored to describe was rather delightful in its simplicity and naturalness.

HONGKONG AMATEUR ATHLETIC ASSOCIATION.

A preliminary meeting of those interested in the formation of an Amateur Athletic Association in Hongkong was held at the pavilion of the Hongkong Cricket Club last evening. Major Broke presided and there were also present Drs. Forsyth, F. H. Kew and C. T. Gray, Mr. F. O. Master, J. H. Mead, P. Browne, F. Lammer, L. G. Wishart, E. A. Fowler, E. Bidean, and J. McGilivray. It was agreed that an Association be formed, to be known as the Hongkong Amateur Athletic Association. That the object of such Association is to encourage sport in Hongkong. That if the majority of the members attending a special general meeting are in favour, a sports meeting may be held yearly to cover events not appearing on the programmes of other Clubs. That the annual subscription of members be \$1, while Clubs must pay an entrance fee of \$10, and an annual subscription of \$5. That the general committee consist of five members in addition to one from each affiliated club, and that five form a quorum. Major Broke (chairman), Dr. F. H. Kew, Messrs F. Lammer, T. C. Gray, R. F. C. Master, H. L. G. Wishart and L. G. Wishart were appointed a general committee. Mr. H. L. Garrett was appointed secretary, and Mr. T. C. Gray, treasurer.

HAMBURG.

(FROM OUR CORRESPONDENT.)

July 11th.

H.A.L. BUILDING.

It has now been finally confirmed, that the Hamburg American Line have given an order to Messrs. Harland and Wolff of Belfast for the construction of a steamer of about 50,000 tons displacement. She is to measure 785 feet in length, 88 across the beams and to draw 35 feet of water she is to be fitted with engines of the usual cylinder pattern calculated to average 18½ knots an hour and not with turbines like the two latest additions to the Cunard fleet, which have a displacement of 43,000 tons and 48,000 tons respectively. Talking of Ocean giants there are according to the "Nauticus" a German naval publication, 103 of over 10,000 tons register afloat at present, which constitute about 1.25 of the whole existing steam tonnage of the world. 26 of them belong to Germany and, with the exception of one, owned by the Schichow company in Elbing, sail under the flag of the great Hamburg line or the Norddeutsche Lloyd of Bremen. The largest of these are the "Kaiserin Augusta Victoria" of 24,500 tons register and the "America" of 22,000 tons of the former company, then follow the two fastest of all Ocean greyhounds, the Bremen boat the "Kaiser Wilhelm II." 19,400 tons, and the "Deutschland," 16,500 tons, the property of the Hamburg Amerika Line, which latter owns beside four steamers between 13,000 and 15,000 tons and nine between 10,000 and 13,000 tons, whilst the Norddeutsche Lloyd's share is three of the former and four of the latter size. To these have been added the "President Lincoln" and the "President Grant" of 19,000 tons each, the latest additions to the Hamburg fleet and further, on the stocks for the same line one steamer of nearly 30,000 tons and two of 19,000 tons each and for the Norddeutsche Lloyd one of 20,000, two of 17,000, and one of 27,000 tons.

BRITAIN'S BIG LINERS.

Great Britain possesses 54 steamers of over 10,000 tons of which 21 belong to the White Star Line, the "Adriatic" of 24,000 and the "Pallua" of 23,800 tons leading the van; the Cunarder, the "Carmania" of 19,500 tons is the next in size, then follow the "Victoria" and the "Virginian" both of 16,000 tons of the Allan Line, which are turbine boats. Of the eleven large steamers belonging to the United States the "Minnesota" of 20,700 tons is the largest, Holland owns five of over 10,000 tons, France three, Denmark two, and Russia and Belgium one each.

SEAMEN'S STRIKE.

The sailors' strike is still going on; within the last few days their Union has addressed a letter to the shipowners in which they offer to resume work at once if the owners will consent to a rise in wages for overtime of 50 Pfennig an hour on Atlantic voyages and of 40 Pfennig on such in the North Sea and the Baltic, and will further agree to meet under the chairmanship of a member of an impartial body, such as the Chamber of Commerce or the Government Board of Commerce and Shipping, delegates of the union, in order to investigate and, if they can be substantiated, remove their other grievances. The committee of the Shipowners' Association have decided to touch safe no reply, being determined to hold no communication with the men's union. They are, moreover, of opinion, that the strike has practically ceased to be of importance to the shipping or the port. Said to say results on men willing to work are on the increase, hardly a day passing without an outrage of some sort being reported in the papers.

EMPLOYERS' INQUIRY.

As labour troubles are becoming more and more frequent in France the employers are planning a strike insurance fund. The "Fédération des Industriels et des Commerçants Français" deputed one of their members last year to visit Germany and to study the system adopted there. As your readers are, no doubt, aware the master unions in this country have already several years ago established local funds for indemnifying members who may sustain losses through strikes and that about twelve months ago a central office was started in Berlin to which they all contribute for the purpose of re-insuring such risks. It appears however from the reports of subsequent meetings of the committee of the Fédérations and from discussions in that press that the German system is not suited for France for, although there are a few local organizations for the purpose in that country they are too few and on lines too divergent to permit of the formation of a central re-insurance institution. A general insurance association for the entire country is therefore considered preferable on the mutual principle, as demanded by French law; it is proposed that employers shall insure individually, not in groups, but that where organizations exist, these may re-insure at reduced rates and on terms varying in accordance with their statutes. A committee will be appointed composed of members unconnected either with insurers or insured who are to adjudicate on all claims preferred, but it is laid down as a fundamental principle that, the same as in Germany, no claim shall be entertained unless it can be proved to the satisfaction of the board that the strike lacked justification.

WOMEN AT COLLEGE.

In proportion as more liberal views on female education are gradually gaining ground, in academic circles more universities are throwing open their lecture halls to undergraduates of the other sex, in consequence of which the number of the latter is rapidly increasing in this country. In the summer of 1905 when only six admitted female students, 137 young ladies matriculated; last summer their number rose to 211 and in the winter half to 254. Since then two other universities have yielded to the spirit of the age, Leipzig, Würzburg, Erlangen, Freiburg in Baden, Heidelberg and Tübingen are now attended by 302 female students with full academic rights, of which 134 are studying medicine, 103 philosophy

AUSTRALIAN WINES.

H. J. LINDEMANN'S "CAWARRA" CLARETS AND HOCKS.

PER CASE 12 BOTTLES ... \$15.00

" 24-1/2 " ... 16.00

THE ABSOLUTE PURITY OF THESE WINES IS GUARANTEED.

SOLE AGENTS—

H. PRICE & CO., LTD.

WINE AND SPIRIT MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

including languages, history, mathematics and the various branches of science, 15 political economy and kindred subjects, 10 jurisprudence, three dentistry and two divinity. The number of ladies who are either not qualified for matriculation or who pursue their studies at universities that refuse to admit them as undergraduates on account of their sex, is roughly estimated at something over 1,300, accurate returns not being obtainable.

HONGKONG AND WHAMPOA DOCK CO., LTD.

The report of the Board of Directors of the Hongkong & Whampoa Dock Company, Limited, to the ordinary half-yearly meeting of shareholders, to be held at the offices of the company, Queen's Buildings, Victoria, Hongkong, on Monday, August 19th at 12 o'clock noon, reads:—

To the shareholders of the Hongkong and Whampoa Dock Company, Limited, Gentlemen,—The directors have now to submit to you their report with a statement of accounts for the half-year ended 30th June, 1907.

The net profit for the six months, after paying interest due and all charges, amounts to ... \$401,396.82 to which has to be added the balance brought forward from last account ... 4,033,734

and from this have to be deducted—

Directors' Fees ... \$10,000.00

Auditors' Fees ... 750.00

10,750.00

leaving available for appropriation \$791,596.82

The directors recommend that a dividend for the half-year of 8 per cent or \$291,000.00 be paid to shareholders, plus \$100,000.00 to a special account and carry the balance, \$401,596.82, to the new account.

During the past six months, twelve cargo lighters, one steam water-boat and four stern-wheelers mentioned in the last report have been fitted and handed over to their respective owners after satisfactory trials.

We have orders in hand for a number of new vessels comprising one steel towboat for Engineer Corps U. S. A. Manila, one steel towboat and one steam cargo lighter for Bangkok, three steel launches for Manila similar to the one finished last half year, one wood fire-boat for the local Government and two wood towboats one for Singapore and one for Hongkong Harbour. We are also building a Tow Boat to replace the "Robert Cooke".

The dredger "Canton River" was not employed during the past six months but has been on charter to Messrs. Butterfield & Swire since the 1st inst.

The net returns from Aberdeen Docks have been greatly reduced through the expenditure of \$9,517 on repairs to the two dock caissons, largely due to severe straining during the typhoon last September. Most of the typhoon damage at our three establishments has been made good and paid for out of working expenses.

A contract has been made for the lengthening of No. 1 Dock and the work is now in progress under the supervision of the Company's staff.

No extensions to buildings have been made and but few tools have been added to our plant during the half year under review, your directors however have decided to proceed at once with an extension to the Kowloon boiler shop and install several new machines to other departments.

H. P. WHITE,

Chairman.

Hongkong, 6th August, 1907.

BALANCE SHEET 30th June, 1907.

30 June, 1907, LIABILITIES.	\$
To capital 50,000 shares of \$50 each fully paid up	2,500,000.00
To undivided profits	220,000.00
Less repayments	18,893.18
	2,701,106.82

NOTICES.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, Daily Press, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not inserted for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

HOTEL TO LET.

OCCIDENTAL HOTEL, at Kowloon as a going concern for lease on very easy terms, either whole or in part with 35 Bed-rooms, most completely and comfortably furnished. Electric Light and Fans installed. Two public Bars and Billiards. Has been conducted as a First Class Hotel. Proprietor is willing to go shares with the lessee.

For Further Particulars, apply to—
H. RUTTONJEE,
No. 5, D'Almeida Street,
Hongkong, 9th August, 1907. 1316

By Order of the Executors of the late
EDMUND SHARP, Esq., deceased.

NOTICE TO CAPITALISTS AND INVESTORS.

Sale of Valuable House Property at Low Reserve.
Offering Good Investments in a Good Locality.

PUBLIC AUCTION

A large and Valuable LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong and being parts of Island Lots 679 and 717 whereon are situated the houses known as Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13 **FUK LUK LANE**; Nos. 101, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128 and 130 **THIRD STREET**; Nos. 113, 115, 117, 119, 121, 123, 125 and 127 **THIRD STREET**, and Nos. 1, 2, 3, 4, 5, 6, 7, and 8, **FUK SAU LANE**, to be sold by

PUBLIC AUCTION.

in 9 lots or otherwise, as the Auctioneer shall declare, on
MONDAY,
the 19th day of August, 1907, at 3 o'clock p.m. at his Sales Rooms, in Duddell Street.

Mr. **GEO. P. LAMBERT**, Auctioneer.

The following is the description of the Property:—

Lot 1.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong intended to be registered in the Land Office as Section B of Island Lot No. 679 containing a frontage to **Fuk Luk Lane** of 96 feet or thereabouts and an area of 4,320 square feet. Apportioned Annual Crown Rent \$3.34. Party Wall.—The wall on the Easternmost side of this Lot is a Party Wall House. On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 7, 8, 9, 10, 11, 12 and 13 **Fuk Luk Lane**.

Lot 2.—All that piece or parcel of ground situated at Victoria aforesaid intended to be registered in the Land Office as Section C of Island Lot No. 679 containing a frontage to **Fuk Luk Lane** of 82 feet 4 inches or thereabouts and an area of 3,376 square feet. Apportioned Annual Crown Rent \$3.30. Party walls.—The walls on the Easternmost and Westernmost boundaries of this Lot are Party Walls. Houses.—On this Lot or on some parts thereof are erected the substantial houses known as Nos. 1, 2, 3, 4, 5 and 6 **Fuk Luk Lane**.

Lot 3.—All that piece or parcel of ground situated at Victoria aforesaid intended to be registered in the Land Office as Section D of Island Lot No. 679 containing a frontage to **Third Street** of 110 feet or thereabouts and an area of 5,396 square feet. Apportioned Annual Crown Rent \$3.81. Party Walls.—The Wall on the Westernmost side of this Lot is a Party Wall. The Wall on the East side of this Lot dividing the same from Section A of Island Lot No. 679 is a Party Wall of a length of 6 feet and 7 inches is a Party Wall. The Wall on the South side of this Lot dividing the same from Section A of Island Lot No. 679 and which is of a length of 41 feet 8 inches is a Party Wall. Houses.—On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 100, 102, 104, 106, 108, 110, 112 and 114 **Third Street**.

Lot 4.—All that piece or parcel of ground situated at Victoria aforesaid intended to be registered in the Land Office as Section E of Island Lot No. 679 containing a frontage to **Third Street** of 110 feet or thereabouts and an area of 5,691 square feet. Apportioned Annual Crown Rent \$3.68. Party Wall.—The Wall on the Easternmost boundary of this Lot is a Party Wall. Houses.—On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 113, 115, 117, 119, 121, 123, 125, and 127 **Third Street**.

Lot 5.—All that piece or parcel of ground situated at Victoria aforesaid intended to be registered in the Land Office as Section F of Island Lot No. 717 having a frontage to **Third Street** of 117 feet 4 inches or thereabouts and an area of 6,101 square feet. Apportioned Annual Crown Rent \$3.65. Party Wall.—The wall on the Easternmost boundary of this Lot is a Party Wall. Houses.—On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 1, 2, 3, 4, 5, 6, 7, and 8, **Fuk Sau Lane**.

Lot 6.—All that piece or parcel of ground situated at Victoria aforesaid intended to be registered in the Land Office as Section G of Island Lot No. 717 containing a frontage to **Fuk Sau Lane** of 117 feet and 4 inches or thereabouts and an area of 6,219 square feet. Apportioned Annual Crown Rent \$3.62. Party Wall.—The wall on the Easternmost boundary of this Lot is a Party Wall. Houses.—On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 1, 2, 3, 4, 5, 6, 7, and 8, **Fuk Sau Lane**.

All the above described Lots are held of the Crown for 999 years from the 25th day of June 1861 and are more particularly delineated and described on a Sale Plan thereof which can be inspected at the Office of Messrs. JOHNSON, STOKES and MASTER, the Vendor's Solicitors, at any time previous to the Sale.

For Further Particulars and Conditions of Sale apply to
Messrs. JOHNSON STOKES & MASTER,
8, Des Voeux Road Central,
Vendor's Solicitors,
or to
Mr. GEO. P. LAMBERT,
Auctioneer.
Hongkong, 9th August, 1907. 1317

NEW ADVERTISEMENTS

WANTED.

OFFICE POSITION by Young Englishman, 23 years of age. Thoroughly Experienced Correspondent and Bookkeeper. Thorough knowledge of French and German, acquired in France and Germany. Well recommended.

Apply to—
C. N.
Care of "Daily Press" Office,
Hongkong, 9th August, 1907. 1318



WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD QUARTERS OFFICE, Victoria Barracks, until 12 NOON on 20th August, 1907, for the SUPPLY OF FLOUR for six months commencing 1st October, 1907.

Forms of Tender and any Particulars can be obtained on application to this Office, personally or by letter, addressed to the OFFICER COMMANDING ARMY SERVICE CORPS, between the hours of 10 A.M. and 4 P.M. The Tenders must be properly completed, signed and dated, and no tender will be noticed unless delivered upon the proper Form at the HEAD QUARTERS OFFICE by 12 o'clock NOON on the above date, in a closed envelope marked "TENDER FOR FLOUR" on the outside. The right to reject any or all Tenders is reserved.

Head Quarters Office,
Hongkong, 9th August, 1907. 1321

THE TRADE MARKS ORDINANCE, 1896.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the **LAMBERT PHARMACEUTICAL COMPANY** of St. Louis Missouri in the United States of America have on the 31st day of July 1907, applied for the registration in Hongkong in the Register of Trade MARKS of the following TRADE MARK namely—the inverted word

LISTERINE

in the name of the said **LAMBERT PHARMACEUTICAL COMPANY** who claim to be the sole Proprietors thereof.

The TRADE MARK has been used by the Applicants in respect of the following Goods: **ANTISEPTIC MEDICINAL PREPARATIONS IN GLASS BOTTLES**.

A facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 8th day of August, 1907.
Messrs. DEACON, LOOKER & DEACON,
Solicitors for the Applicants.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY AND FOOCHOW.

THE Company's Steamship

"**HAITAN**,"
Captain J. S. Roach, will be despatched for the above Ports on **MONDAY**, the 12th August, at 2 p.m.

For Freight or Passage apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 9th August, 1907. 1320

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, COLOMBO, PENANG, AND SINGAPORE.

THE Company's Steamship

"**VORWAERTS**,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

From Venice, ex "Hungaria," transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 15th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to risk.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 8th August, 1907. 3

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFINS.

A MEETING of Members interested in SUBSCRIPTION GRIFINS for the next RACE MEETING will be held at the Office of the Jockey Club (Hongkong annex) **TOMORROW (SATURDAY)**, 10th instant, at Noon.

Hongkong, 8th August, 1907. 1315

HONGKONG VOLUNTEER CORPS.

IT is proposed to form an Infantry Company with a Detachment Cyclists. All who are desirous of joining are requested to apply personally at the VOLUNTEER HEADQUARTERS, morning or afternoon.

A. J. THOMPSON, Captain,
Staff Officer H.K.V.C.
Hongkong, 27th July, 1907. 1285

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED
have always in stock a supply of the above in sizes. Prices may be obtained on application.

Hongkong, 28th July, 1907. 1258

WANTED.

A STENOGRAPHER for Shipping Office at once.—Knowledge of General Office Work required.

Apply in writing to "QUICK,"
Care of "Daily Press" Office.
Hongkong, 9th August, 1907. 1311

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are at sale daily at the KOWLOON BOOKSTALL, Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1903.

INTIMATIONS

NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE,
Hongkong, 15th July, 1907. 1181

NOTICE TO MARINERS.

No. 504 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

ENTRANCE TO THE WHANGPO RIVER.
ESTABLISHMENT OF WUOSUNG SPIT GAS-LIGHTED BUOY.

NOTICE IS HEREBY GIVEN that the **WUOSUNG SPIT** unlighted buoy will be discontinued on or about the 15th August and that a GAS-LIGHTED BUOY, surmounted by a conical superstructure, painted in Red and Black vertical stripes and showing an Occulting Red light every 8 seconds, thus:—

4 Seconds Light.
4 Seconds Eclipse.
will be moored 1 cable S. 27° E. from the present position of the unlighted buoy.

The Gas-buoy will mark the spit as well as the end of the jolly under course of construction by the Whangpo Conservancy. The Light-buoy now marking the jolly (see Harbour Notification No. 12 of 1906) will be discontinued.

T. J. ELDRIDGE,
Acting Coast Inspector.
Coast Inspector's Office,
Shanghai, 27th July, 1907. 1301

PUBLIC COMPANIES

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING of Shareholders in the Company, will be held at the Office of the Company, Hotel Mansions, on **TUESDAY**, the 13th August at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend; confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary. 1235

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N.S. 4,250, dated Hongkong 9th July, 1907 for Ten Shares of this Bank numbered 14,821 to 14,830 inclusive registered in the name of **CHENG PO CHO** has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August, 1907, a New Certificate for the shares will be issued, and the aforesaid Certificate No. N.S. 4,250 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager. 1210

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Ordinary Half-Yearly Meeting of Shareholders in this Corporation will be held at the City Hall, Hongkong, on **SATURDAY**, the 17th day of August, 1907, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th June, 1907.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager. 1206

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Register of Shares of the Corporation will be CLOSED from **TUESDAY**, the 13th day of August, 1907 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager. 1287

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

AN INTERIM DIVIDEND of 80 Cents per Share for the six months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th August, both days inclusive.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 2nd August, 1907. 1292

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Offices of the Company, Queen's Building, Cornmarket Road, on **MONDAY**, 19th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 13th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary. 1276

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are reminded that Interest at the rate of 12 per cent. per annum, is payable on overdrafts called for.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 2nd August, 1907. 1290

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TODAY (FRIDAY),
and
TOMORROW (SATURDAY),

the 9th and 10th August, 1907, commencing, Each Day at 2.30 p.m., at the
"HOTEL BALTIMORE," Wyndham Street.

FOR ACCOUNT OF THE CONCERNED, THE WHOLE OF THE VALUABLE FURNITURE

THREEIN CONTAINED, comprising:—

Very finely CARVED TEAK SIDEBOARD with BEVELLED MIRRORS, DINING WAGGONS, LEATHER COVERED DINING CHAIRS, ELECTRO PLATE and GLASSWARE, SINGLE & DOUBLE BRASS MOUNTED BEDSTEADS, FINE TEAK WARDROBES with Bevelled Mirrors, DRESSING TABLES with Bevelled Mirrors, MARBLE TOP WASHSTAND, TOILET SETS, LACE CURTAINS, LEATHER COVERED SUITES, CARPETS, RUGS, &c. &c.

Some finely CARVED OAKEN BLAKWOODWARE, JAPANESE SILK EMBROIDERED SCREENS and WALL HANGINGS, and CABINETS.

One COTTAGE PIANO by Challen & Son. One by Neumeier & Co.

Terms:—As Usual.

Catalogues will be issued. On view from THURSDAY the 8th August, 1907.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 3rd August, 1907. 1300

FOR SALE.

FOR SALE.

TWO VERY VALUABLE PIECES OF LAND PROPERLY SITUATE at CANTON near the Hongkong, Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by advertisement 50 "changes" or thereabouts. Title Deeds can be seen at the Office of the Undersigned.

For further particulars, apply to
GOLDING & BARLOW, Solicitors,
10, Queen's Road Central.
Hongkong, 22nd May, 1907. 970

COLLECTIONS OF USED POSTAGE STAMPS

IN PACKETS.
ASIANATIC STAMPS. MIXED STAMPS.
100 for \$0.80. 500 for \$3.00.
150 " 1.75. 1000 " 10.00.
200 " 3.50. 1500 " 25.00.
250 " 5.75. 2000 " 35.00.
275 " 9.00. 3000 " 55.00.

Also Stamps in bags, sets, &c., &c.

ARTISTIC PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited.
GRACA & CO.
Hongkong Hotel Corridor. 1145

ON SALE.

BUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong 26th July, 1907.

THE SHANGHAI CLUB.

Issue of Tails 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorized issue of Tails 450,000 DEBENTURES).

THE COMMITTEE of the SHANGHAI CLUB are prepared to receive applications for Tails 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and 30th December in every year. The DEBENTURES will be issued at the rate of Tails 96 per Tails 100.

DEBENTURES and will be redeemable at par at the end of twenty years.

The Security will consist of a first charge on the land belonging to the Club containing an area of about Three mow Five fun and the Club buildings and it is intended the DEBENTURES shall be secured by means of a Trust deed by which the land and buildings of the Club will be vested in Trustees for the DEBENTURE HOLDERS.

Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tails 1,000, Tails 500, or Tails 100, to suit convenience of applicants.

By Order of the Committee,
C. G. CLOSE, Secretary,
Shanghai Club.
Hongkong, 8th August, 1907. 1305

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 888G, at \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 25th October, 1906. 1771

A LING & CO.

19, QUEEN'S ROAD CENTRAL (Next to Messrs. KUEN & KOMOR).

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. 778-1230

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HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERLAND TRADE REPORT, Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

TO LET

TO LET.

"**HATHRELLEIGH**," CONDUIT ROAD.
No. 1, RIFON TERRACE, BONHAM ROAD.

OFFICES in King's Building and YORK BUILDING.
GODOWNS in PRAYA EAST.
& HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORSTON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1907. 1169

TO LET.

NOS. 2 and 3, ORMSBY TERRACE, Kowloon.

No. 4, SEYMOUR ROAD, Hongkong. Cheap rent.
Apply to—
SPANISH DOMINICAN PROCUSSION.
Hongkong, 1st August, 1907. 1114

TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights.

No. 48, ELGIN STREET, 6 Rooms with front and back Verandahs. From 1st July, "CHERUB VILLE." A fine Bangalow. Near Observatory Villas. Cheap Rental.

Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 20th June, 1907. 880

TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.</

INTIMATION

S. MOUTRIE & CO., LTD.

PIANOFORTE AND
MUSIC WAREHOUSE.

SOLE AGENTS

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SELT.

PRICES FROM \$100.

The Latest GRAMOPHONES & RECORDS
always in stock.

SOLE AGENTS for the
GRAMOPHONE AND TYPEWRITER
Co., Ltd.

S. MOUTRIE & CO., LTD.
York Building, Chater Road.

Hongkong, 13th April, 1907. 38-1

INSURANCES

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August 1906. 29

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & Co.
Agents.
Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1905
£17,837,115.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
II. FUND... 3,386,720 19 8

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1491

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer. Consignments solicited. Account
Sales rendered and settlement effected
promptly. No. 84, Queen's Road
Central, Hongkong.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen Equal to Home
work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware
Merchants. Wholesale and Retail
Ironmongers. Pig Iron and Foundry.
Coke Importers. General Store-
keepers and Commission Agents.
35 & 37, Hing Loong Street,
(1st Street West of Central
Market.) Telephone No. 515.

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Bromide and Cyanotype enlargements and
also colouring Photos and relief Photos
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.
Good Panorama Views of Hongkong,
recently taken, on sale.

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"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

TYPEWRITERS.

F. A. V. RIBEIRO,
Typewriting Work Undertaken. Cleaned,
Repaired, Overhauled. Charges moderate.
Sale of the Hongkong Typewriting
Bureau 84, Queen's Road Central
(First floor).

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of
or preceding the departure of the English
Mails; also Table of the Yearly
Approximate Averages for 33 Years
From 1874 to 1906.

Prices: \$2 Cash. On sale at the "DAILY
Press" Office, or Local Booksellers.

EXTRACT OF PARLIAMENT.

We take the following extracts from papers
arrived by mail.

WORKS ON THE HUANGPU.

Mr. Mitchell-Thomson (Lancashire, N.W.) asked
the Secretary for Foreign Affairs whether the
Chinese Government undertook to meet the
expenses of the conservancy works on the
river Huangpu and the bar at Wusung by
an annual grant of \$40,000 for the pro-
vision of which the entire opium revenues of
Tientsin and Sachow were earmarked; what
provision, if any, had been made since the issue
of the edict prohibiting the opium traffic for
the continuance of the grant; and whether the
completion of the work was regarded by his
Majesty's Government as assured.

Sir E. Grey.—The reply to the first part
is in the affirmative. The Chinese Government
have not, since the promulgation of the opium
decree, proposed to furnish any additional
security for the purpose aimed, but it must
be borne in mind that ten years have been
allowed for the extinction of the traffic, and
that meanwhile the revenue is being collected.
Moreover, in the agreement between China
and the Powers on the subject it is stipulated
that if the security mentioned by the hon.
member becomes insufficient she must provide
the balance from other sources. The latest
of 1906—that the entire opium revenues of
Tientsin and Sachow were earmarked for the
purpose of the grant; and that the completion
of the work was regarded by his Majesty's
Government as assured.

THE RUFE CANAL POLL TAX

In reply to Mr. Henniker Heaton, who asked
what number of passengers passed through the
Suez Canal in the years 1876, 1886, 1896, and
1906, respectively; what was the toll or tax paid
by each person during those years; for a British
steamer of 12,000 tons, and carrying 400
passengers through to Australia, Sir E. Grey
said.—The statistics for which the hon. member
asks are contained in the annual returns pre-
sented to Parliament; the toll or tax paid by the
shipowner for each passenger is 10s. per head;
assuming a tonnage register of 1,000 tons for
the purpose of a Suez Canal certificate, the
charge for transit on the present basis would be
at 7.5s. per ton, 95,000s., or at par £3,750 and
for 400 passengers at 10s. 40,000s., or at par
£1,600, total £5,350. The average net tonnage
per vessel passing through the canal in 1906 was,
however, 4,333 tons.

THE GOLD STANDARD RESERVE.

Sir E. Sassoon (14th) asked the Secretary
of State for India what was the present position
of the gold standard reserve, and whether he
intended to continue indefinitely the practice of
adding to it the whole of the profit on coinage.
Mr. Morley.—Up to March 31, 1907,
£12,518,513 derived from the profit on coinage
and from interest had been invested in British
Government securities on behalf of the gold
standard reserve, and £2,000,000 was held in
rupees in India. The profit to be realized on
coinage in 1907-8 will, it is anticipated, be
considerable, though the exact sum cannot, of
course, be stated at present. In view of the
amount of the reserve and of the large stock
of gold (about £10,500,000) held by the
Government of India and the Secretary of
State in Council in the paper currency de-
partment and elsewhere, I have decided that
the present practice of adding to the reserve
the whole of the profit on coinage and of the
interest on securities already purchased may
be modified. From the present year and
until the reserve reaches £20,000,000 one-half
of the profit on coinage, together with the
interest on securities, will be added to the
reserve, and the other half of the profit will
be used to supplement the funds available for
capital expenditure on Indian railways. This
decision, which is based on a recommendation
made by the department committee on Indian
Railways, has enabled me to sanction an
addition of £2,000,000 to the programme of
capital expenditure for the present year. The
additional expenditure will be devoted to
improving the equipment of open lines.
The foregoing refer to the House of Com-
mons. The next is a Lords' discussion.

THE MERCHANT SERVICE.

Lord Muskerry called attention to the alleged
shortage of officers engaged in the merchant
service; to the conditions under which those
officers laboured; to a resolution adopted at
the last annual meeting of the Chamber of
Shipping, calling upon the Board of Trade to
remove any obstacles and give greater facili-
ties to men desiring to obtain certificates of
competency as second officers; to a proposal of
the Liverpool Steamship Owners' Association
that the qualifying time for a second officer's
certificate be reduced from four to three years;
and asked what attitude the Board of Trade
proposed to adopt on these several matters. He
said if they assented to schemes for making it
more easy to obtain certificates of competency,
the standard of efficiency and safety at sea would
be reduced. He hoped the Board of Trade would
not entertain for a single moment a proposal to
reduce the qualifying period for a second
officer's certificate from four to three years.
Shipowners would never do any good to their
interests by promoting a large supply of im-
mature officers. By their unfair treatment of
officers they had themselves discredited the
calling of the sea. Niggardly pay, inferior

accommodation, the absence of a guarantee of
continuous employment, dismissal for trivial
reasons—these and other reasons were responsible
for the present position of which British ship-
owners complained. If shipowners only offered
proper inducements to lads of the right sort to
enter on a sea life, they need never fear not
having an adequate supply of officers in the
future. The Merchant Service Guild informed
him that there was no real lack of officers,
and that for any position where from £3 to
£9 per month were offered any number of
suitable officers could be had. He trusted that
the Board of Trade would oppose any pro-
posals which would tend to tamper with the
safety and efficiency of merchant shipping.

The Earl of Granard said the Board of Trade
were inclined to agree that there was no shortage
of officers. There might be some slight
shortage in the recruiting trade, in regard to
which they had received complaints, especially
as to the rate of pay and Sunday work, but the
Board did not think that condition was very
prevalent in the foreign trade. He could give
a very simple answer to the noble lord's inquiry
as to the intention of the Board of Trade with
regard to the examination for second-officer
certificates. The Board had no intention
whatever of departing from the present rule as
to sea service before a man was able to take out
his certificate. (Hear, hear.) He would still
have to serve four years at sea before he could
go up for his second mate's certificate, though the
rule was somewhat modified in the case of boys
serving in the training ships Conway and
Worcester. The number of second-mate
certificates taken out had greatly increased of
late years. In 1905, 416 such certificates were
issued, while last year this number had increased
to 752. With regard to the training of boys
for the British mercantile marine, a committee
was now sitting at the Board of Trade with
the object of, if possible, evolving some plan
by which boys of British nationality might be
more attracted to the sea. It seemed to him
that the only way to get boys for this purpose
was to make the following of the sea
attractive.

Lord Ellenborough agreed that there was no
shortage of officers. There was, however, among
many shipowners a shortage of inducements both
to enter and to remain in the service, and that
ought not to be met by any reduction of the
standard of examination.

The Marquis of Lansdowne regarded
the answer of the noble earl as satisfactory,
and expressed his hope that the Board of Trade
would adhere to their attitude and be extremely
careful not in any way to relax their requirements
to certificate holders. On the other side, it was a
question which concerned the carrying
trade of the country, and the lives of all
who served in these ships. It was, there-
fore, of great Imperial moment. He
understood that the shipowners alleged a
shortage of officers, and were putting pressure
on the Board of Trade to obtain a relaxation
of the conditions on which the Board of Trade
had insisted. On the other side, it was not
serious as had been represented, and that the
inducements offered to young men to join the
service had not improved in the same degree
as those in other professions. Figures which
had been shown to him seemed to support the
latter contention. He hoped nothing would
be done to diminish the efficiency of the
mercantile service. (Hear, hear.)
The subject then dropped.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—

On the 7th at 9.00 p.m.—Orders issued to
make No. 1 Night Signal (indicating a typhoon
distant from Colony more than 300 miles).
On the 8th at 3.15 a.m.—Orders issued to
hoist Red Cone point downwards and Drum
(indicating a typhoon S.E. of Colony distant
more than 300 miles).

At 10.49 a.m.—Orders issued to hoist the
Black Cone point downwards (indicating a ty-
phoon South of Colony within 300 miles).

At 11.55 a.m.—The barometer has fallen mo-
derately to slightly over the S. coast of China
and Formosa respectively.

The depression has probably become deeper.
It appears to be situated to the S.E. of
Hongkong in about 18° lat., and to be moving
towards W.N.W.

Pressure has given way over Japan, but
remains high over the Pacific to the E. of the
Loochos.

Fresh E. and S.E. winds are likely to prevail
in the Formosa Channel, and strong or gale
winds to gales over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

Hongkong & Neighbourhood (*)
Formosa Channel... E. to S.E.
winds, fresh.
South coast of China between
Hongkong and Loochoos... S. as No. 1.
South coast of China between
Hongkong and Hainan... N. winds,
strong.
(*) N.E. to E. winds, strong, possibly a gale
squally shower.

THE BRITISH NAVY.

MR. MAXE ON THE OUTLOOK.

Mr. L. J. Maxe addressed a Unionist meet-
ing at Holmwood last month. He pointed out
that politicians were not content to run amok
in the British Army. They were also playing
ducks and drakes with the British Navy, which
was an infinitely more serious business than the
country had yet fully realised, though there were
welcome signs of an awakening to this part of
our present position. Lord Trenchard, the
First Lord of the Admiralty, one of the many
"lives in amber" in the present Cabinet, had
warned the public against accepting newspaper
statements as to the state of our squadrons, and
had publicly pledged his word of honour that
at this moment the British Fleet was as
strong as, if not stronger than, it
ever had been. Such an assurance
from such an authority would have considerable
influence, but for the lamentable fact that there
had never been a moment during the last 23
years at which the First Lord of the Admiralty
for the time being, no matter what party he
belonged to, was not prepared to pledge his
honour that the British Fleet was stronger
than it ever had been under any of his
predecessors. And yet, times after time, those
same Ministers had been subsequently compelled
to confess that our Navy was so inadequate as to
endanger the safety of the State, and they
nearly appealed to Parliament to vote further
aid.

The immediate danger did not lie so much in
the lack of ships as in certain lamentable and
irreparable changes which had been recently
introduced into our Navy, with the effect of
reducing our seagoing squadrons and of making
the Navy as a whole practically unready for
war, with the sole object, so far as could be
ascertained, of scraping up a surplus
for the Chancellor of the Exchequer to
squander among his political friends. Past ex-
periences taught them that every pound now
taken from the Navy would cost the country at
least £100 during the next panic, and if the
politicians wanted to engineer a panic, they
were certainly going the right way to work.
Our Channel Fleet, under Lord Charles
Beresford, which was the greatest of our sea-
going squadrons, and the one upon which the
security of these islands depended, had been
reduced during the last few months from 67
vessels to 21. In other words, it was less than
one-third of what it had been in numbers under
Admiral Wilson. Meanwhile, if they looked
across the North Sea, they would see that the
rival to the Channel Fleet, and the only
serious menace to this country, the great
German High-sea Fleet, under the command of
Prince Henry of Prussia, had been augmented
to such a point that in the event of war, and
was liable to come like a thief in the night.
Lord Charles Beresford would find him-
self completely outclassed in every category of
fighting vessel. Battles depended largely upon
battleships. Prince Henry's squadron contained
several more battleships probably six or seven,
than those under Lord Charles Beresford's
command.

Englishmen were entitled to expect much
from their sailors, who had never disappointed
them, but they had no right to expect miracles,
and in the event of a surprise—and most disas-
trous were due to the surprise of an unready
nation by a ready nation—our Fleet would
suffer a deplorable disadvantage. Indeed,
our Channel Squadron might have to fall
back and await reinforcements—a fairly humili-
ating position for the leading sea Power,
and a dangerous proceeding, because, with
a few days' command of the sea, the Germans
could assemble and land an army of 100,000
men in this country.

The speaker concluded:—"England is in
danger at the present time, because she is
placing a tremendous temptation before an
ambitious and aggressive neighbour, who has
made it a point of honour to the whole world except
British statesmen that she intends to challenge
our naval supremacy on the first favourable
opportunity."

CHINESE POSTS AND TELEGRAPHS.

QUESTIONS WITH JAPAN.

The Peking correspondent of the Times
wrote on June 28th:—"No recent development
in China shows more wonderful expansion than
that of the Imperial Post Office, which, created
by Sir Robert Hart in obedience to an Imperial
decree of March 20th, 1896, provides a cheap
and effective service throughout the Empire.
At the International Postal Congress in Rome
last year China announced her intention to
enter the International Postal Union on a date
to be fixed hereafter, the final protocol signed
on May 26th by all the other Powers being left
open for her accession, provided she adhered
to the Union Government her intention to
before next Monday, July 1st. But China is
not yet prepared to enter the union, though
she is aware that isolation places her at
a certain disadvantage. Without China's
knowledge or consent, Japan has notified the
International Postal Bureau at Bern that she
has opened parcel post offices in 41 towns in
Manchuria. She carries Japanese mail at
postal rates or free on her South Manchurian
Railway; she refuses to carry Chinese mails on
the same railway except by slow trains; she
charges union rates for carrying Chinese
domestic mails through Chinese territory.
China also declines to join the International
Telegraph Union, but she has good reason for
declining. The unsatisfactory condition, under
Chinese management, of her inland telegraph
service, with its ruinous rates, the most expen-
sive in the world, averaging 12 times per word
greater than in India and embarrassing engage-
ments with foreign cable companies alike keep
her apart. She has several telegraph questions
on hand. She denounced on the same date,
December, 1904, her conventions regarding the
junction of the Burmese and Chinese telegraphs
and of the Indo-Chinese and Chinese telegraphs.
She immediately negotiated a new one with
England, which came into force on June 1, 1905,
but with France negotiations have continued
intermittently since and are still uncompleted.
In the latter case, China is willing to recognize
the French cable from Tongking to Amoy, which
was originally laid in 1901 without her consent,
and agrees to terms for the junction of land lines
at five crossing-places in Indo-China and China,
but she declines to grant the request of France
to extend the Amoy cable to Shanghai, fearing
similar demands from other Powers.
It will be remembered that last year Japan
notified the International Telegraph Bureau at
Bern that to Malacca and various other places
in Manchuria to which she gave Japanese
names she would accept international messages
at the same tariff rates as to Japan itself.
A protest was immediately entered by China,
but is still ignored. China complains that as
regards telegraph matters, as well as in regard
to postal matters, Japan treats Manchuria as a
province of Japan, but no doubt the disagree-
ment will be adjusted in time."

How to be beautiful—Keep your complexion
Mrs. Ellen's Crema Charmante, Lait
Charmant and Special Skin Tonic and Poudre
Charmante will enable you to do it. Her
Specialties for the Skin are the study of a
lifetime. A. S. Watson & Co., Ltd., Sole Agents.
634.

Abbey's Effer- vescent Salt

Your Stomach is the key to
your health.

If you keep your Stomach
healthy, you are sure to be
well.

If you use Abbey's Salt it
will keep your Stomach in
such perfect condition that
you simply can't help being
well.

When your trouble comes
from the Stomach, Abbey's
Salt is the right thing to
take—don't forget that.

Sold in two sizes by all Chemists and Stores,
and by Watkins, Ltd., and A. S. Watson,
121, Hong Kong.
The Abbey Fruit Saline Co., Ltd.,
144, Queen Victoria Street, London, E.C.

Cunliffe, Russell & Co.

10 & 12, Place de la Bourse,
PARIS.

SECURITIES ISSUED BY PARIS
European Gov'ts and RAILWAYS
Municipalities offering ATTRACTIVE
prospects of immense returns.

To be purchased for cash or on the
"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest estab-
lished firm of dealers in Premium Bonds in the
world, offer advantages absolutely un-
obtainable elsewhere. Bonds guaranteed,
exceptional facilities for payment. Numbers
checked after every drawing. Resulted Draw-
ings in English. Holders of drawn Bonds ad-
vised at once. Prices collected free of charge.
Bonds purchased "at sight." Loans granted
on Premium Bonds. Services continue until
last Bond drawn. All transactions confidential.
1013

ON SALE.

THE
DIRECTOR AND CHRONICLE
FOR 1907.
Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office
and from the Local Booksellers.

Do you Suffer?

FROM
HEADACHE
LOSS OF SLEEP
INDIGESTION
TORPID LIVER
BILIOUSNESS

Beecham's Pills

will quickly remove the cause of
these distressing complaints and
restore healthy action to every
organ. You will feel like a new
person after taking a few doses of
BEECHAM'S PILLS. They rid
the system of impurities, improve
the digestion, banish headache and

Give Positive Relief

In all cases of CONSTIPATION,
BILIOUSNESS, INDIGESTION
and DISORDERED LIVER.

The excellent results obtained by
the use of BEECHAM'S PILLS
have proved them worthy of the
confidence they enjoy. They have
helped thousands and recommend
themselves.

Sold at all Drug Stores and by all
Medicine Vendors in China; in boxes,
price 6d., 1s., and 2s.

COLD STORAGE.


THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily. Sunday
excepted, to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. 47

IRON MERCHANTS.

E. HING & Co.

DEALERS in Iron, Steel, Metals, Hard-
ware, Mangle's Metal, Steel Billet and
Ship Plates, Pig-Iron, Coke and General
Merchandise. No. 25, Wing Wo Street (Lane
from 171, Queen's Road to 168, Des Vaux
Road Central) Telephone No. 613.
Hongkong, 1st March, 1907. 478

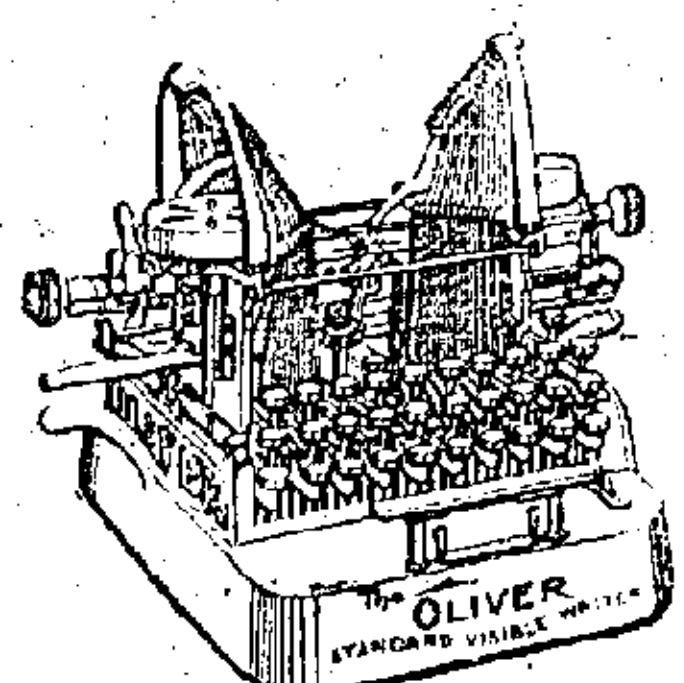
OVER THE BAR ASK FOR



WATSON'S No. 10 WHISKY

The accredited Agents in
Hong-Kong for Watson's Dundee
Whisky No. 10 are Watkin's
Ltd., Apothecaries Hall.

MAKE NO MISTAKE ABOUT IT.



THE OLIVER TYPEWRITER.

VISIBILITY.
SIMPLICITY.
DURABILITY.
UNRIVALLED FOR DUPLICATING, WRITING IN SIGHT.
UNIVERSAL KEYBOARD.

TYPEWRITER RIBBONS and supplies for ALL
Machines kept in Stock.

OLIVER TYPEWRITER CO., LTD.

1, PRINCE'S BUILDINGS.

Hongkong, 24th July, 1906.

MOTHER
SEIGEL'S
SYRUP
THE WORLD-FAMOUS
REMEDY

PREVENTS
—AND—
CURES

BILIOUSNESS
Dizziness, Headache, Constipation,
AND ALL
FORMS OF
INDIGESTION.

Biliousness is due to a disordered state
of the liver. If you suffer, take Mother
Seigel's Syrup at once; it goes straight to
the spot, restores natural action to the
liver, and so puts an end to the trouble.
Mrs. H. Rumble, 17, Bennett Street, Cap-
town, writes, April 11, 1907: "I suffered
from liver and kidney troubles till I was
a mere shadow. I lost all appetite and
energy, and became dull and listless. Sick
headache, blurred sight, dizziness, sleep-
lessness, constipation—I had them all.
But Mother Seigel's Syrup and 4 Pills cured
me, and I have never suffered since."

SHIPPING.

ARRIVALS.

Hutchinson, British str., 1,217, E. Forsyth, 8th August—Tientsin 3rd August, General—Butterfield & Swire.
 Moseley, Chinese str., 1,518, Frigate, 8th August—Shanghai 4th August, General—Chinese.
 SINGAPORE, British str., 1,305, W. McIntosh, 8th August—Shanghai 4th August, General—Butterfield & Swire.
 SUEZ, German str., 8th August—Canton.
 VORWAERTS, Austrian str., 1,122, B. Bodnarz, 7th August—Tientsin 27th June and Singapore 1st August, General—Sander, Wierler & Co.
 WAKAMATSU, Japanese str., 1,345, Takeda, 8th August—Kobe 30th July and Moji 2nd August, General—Nippon Yusen Kaisha.

CLEARANCES.

At the Harbour Master's Office
 8th August.
 Hutchison, British str., for Swatow.
 Hutchinson, British str., for Canton.
 Moseley, Chinese str., for Canton.
 Nippon Yusen, Japanese str., for Sumatran.
 Sander, Wierler & Co., British str., for Canton.
 Sander, Wierler & Co., British str., for Saigon.

DEPARTURES.

8th August.
 Hutchinson, British str., for Swatow.
 Hutchinson, British str., for Canton.
 Moseley, Chinese str., for Canton.
 Nippon Yusen, Japanese str., for Sumatran.
 Sander, Wierler & Co., British str., for Canton.
 Sander, Wierler & Co., British str., for Saigon.

SHIPPING REPORTS.

The British str. *Shanghai* reports light S.W. monsoon and fine weather, variable wind from Breaker Point to West.

VESSELS IN DOCK.

August 8th.
 Arrived: DOCKS—Arabia.
 Kowloon DOCKS—Vigilante, Paochow, H.M.S. COSMOPOLITAN DOCKS—Loftham.

VESSELS ON THE BERTH.

ALTERATION
 DOUGLAS STEAMSHIP COMPANY LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHUNG"
 Captain A. E. Hodgins, will be despatched for the above ports TO-DAY, the 9th inst., at 2 p.m.
 For Freight or Passage, apply to
 DOUGLAS, LAPEL & Co.,
 General Managers.
 Hongkong, 8th August, 1907. 1312

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"GLENFAR" 3,504 Tons
 Capt. J. R. B. Kelly, will be despatched for the above ports TO-DAY, the 9th inst., at 4 p.m.
 For Freight or Passage, apply to
 CHINA COMMERCIAL S.S. CO., LTD.,
 Hotel Mansions.
 Hongkong, 7th August, 1907. 1289

NAVIGAZIONE GENERALE ITALIANA

(Rome and Rubatun United Companies)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to CALLAO.

Taking Cargo at through rates to the BRAZIL, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"LEVANTO"
 Captain Belito, will be despatched as above on MONDAY, the 12th inst., at NOON.

At Bombay the Steamer is discharging its Victoria Dock.

For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 1st August, 1907. 4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FLORENCE (DIRECT), calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"AUSTRIA"
 Captain Bilsch, will be despatched as above on or about the 30th August.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor.

For information as to Passage and Freight apply to
 SANDER, WIERLER & Co.,
 Agents,
 Hongkong, 31st July, 1907. 3

FOR VLADIVOSTOCK

THE Steamship

"VINE BRANCH"
 will be despatched as above on or about 10th September.

For Freight and further particulars, apply to
 DODWELL & CO., LTD.
 Agents.
 Hongkong, 7th August, 1907. 1303

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL...	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	To-morrow at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	About 14th inst.
MARSHALL &c., via PORTS OF CALL	SALAZIE	French str.	—	Ailaud	MESSAGERIES MARITIMES	On 20th inst., at 1 p.m.
COPENHAGEN & ST. PETERSBURG	SCURDNIK	Dan. str.	—	—	MELCHERS & Co.	On 20th inst., at 1 p.m.
HAVRE & HAMBURG VIA STRAITS &c.	SAXONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 14th inst., at Noon
HAVRE & HAMBURG VIA STRAITS &c.	ZITEN	Ger. str.	—	F. Proesch	MELCHERS & Co.	On 14th inst., at Noon
NAPLES, PLYMOUTH, HAVRE & HAMBURG	SLAVONIA	Ger. str.	k.w.	Winnenberg	HAMBURG-AMERIKA LINIE	On 17th September
TRIESTE &c., via SINGAPORE &c.	HABSBURG	Ger. str.	k.w.	von Dohren	HAMBURG-AMERIKA LINIE	On 17th September
DURBAN	AUSTRIA	Aust. str.	—	A. Bilsch	SANDER, WIERLER & Co.	On 4th September
NEW YORK	HELIOPOLIS	Brit. str.	—	Martin	GIBB, LIVINGSTON & Co.	About 30th inst.
NEW YORK	TUDOR PRINCE	Brit. str.	—	McDougle	ARNHOLD, KARBURG & Co.	About 20th inst.
NEW YORK	ABERLOUR	Brit. str.	—	—	SHAW, TOMES & Co.	About 15th inst.
NEW YORK	SATSUMA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 23rd inst.
VANCOUVER & NEW YORK	CHAZER	Brit. str.	—	—	DODWELL & Co., Ltd.	On 7th September
VANCOUVER VIA SHANGHAI JAPAN &c.	MONTAGUE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 14th inst., at Noon
VICTORIA (B.C.) & TACOMA VIA JAPAN	EMERSON	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 29th inst., at 4 p.m.
CALLAO AND IQUIQUE, via JAPAN-PORTS &c.	GLENESK	Brit. str.	—	E. V. Roberts	DODWELL & Co., Ltd.	On 15th inst.
SALINA CRUZ, MEXICO, via MOJI, JAPAN	PRINZ WARDENAR	Ger. str.	—	—	TOYO KISEN KAISHA	Middle of Aug.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	—	W. von Senden	MELCHERS & Co.	To-morrow, at 4 p.m.
AUSTRALIAN PORTS VIA PORT DARWIN &c.	KASTURN	Aust. str.	—	L. Dawson	MELCHERS & Co.	On 15th inst., at Noon
YOKOHAMA AND KOBE	TEINAN	Brit. str.	—	McArthur	GIBB, LIVINGSTON & Co.	On 21st inst., at 4 p.m.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 15th inst., at Noon
VLADIVOSTOCK	YIN HAN	Brit. str.	—	D. Leuz	MELCHERS & Co.	On 15th inst., at 4 p.m.
JAPAN	YIN HAN	Brit. str.	—	—	DODWELL & Co., Ltd.	About 10th Sept.
TSINGTAO CHEFOO & NEWCHUANG	YIN HAN	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI & CHINKIANG	YIN HAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	YIN HAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	YIN HAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 5 p.m.
SHANGHAI, YOKOHAMA & KOBE	YIN HAN	Brit. str.	—	—	MELCHERS & Co.	Middle of Aug.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YIN HAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	YIN HAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YIN HAN	Brit. str.	—	—	DAVID SASSON & Co., Ltd.	On 15th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	YIN HAN	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 14th inst.
SHANGHAI, YOKOHAMA & KOBE	YIN HAN	Brit. str.	—	—	MELCHERS & Co.	About 14th inst.
SWATOW, AMOY & FOCHOW	YIN HAN	Brit. str.	—	—	MELCHERS & Co.	About 16th inst.
SWATOW & SHANGHAI	YIN HAN	Brit. str.	—	—	DOUGLAS LAPEL & Co.	On 26th inst.
SWATOW, AMOY & FOCHOW	YIN HAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	End of Aug.
SWATOW, AMOY & SHANGHAI	YIN HAN	Brit. str.	—	—	DOUGLAS LAPEL & Co.	To-day, at 2 p.m.
SWATOW, CHEFOO & TIEN-SIN	YIN HAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
TAMU VIA SWATOW & AMOY	YIN HAN	Brit. str.	—	—	DOUGLAS LAPEL & Co.	On 12th inst., at 2 p.m.
MANILA	YIN HAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst., at 4 p.m.
MANILA	YIN HAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
MANILA	YIN HAN	Brit. str.	—	—	OSAKA SHOSHUN KAISHA	On 14th inst., at 4 p.m.
MANILA	YIN HAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
KUDAT & SANDAKAN	YIN HAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	YIN HAN	Brit. str.	—	—	SHAW, TOMES & Co.	To-morrow
BOMBAY VIA SINGAPORE & PENANG	YIN HAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
JAVA	YIN HAN	Brit. str.	—	—	SHAW, TOMES & Co.	On 17th inst.
	YIN HAN	Brit. str.	—	—	MELCHERS & Co.	About 31st inst., 9 a.m.
	YIN HAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 p.m.
	YIN HAN	Brit. str.	—	—	CARLOWITZ & Co.	On 13th inst., at Noon
	YIN HAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA &c.	"FORBUDNIK"	Middle of August
KOBE	"TRANQUIL"	End of August
SHANGHAI, YOKOHAMA &c.	"SOTRUDNIK"	Middle of Sept.

For Further Particulars, apply to

MELCHERS & Co.

Hongkong, 7th August, 1907.

AGENTS.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 10th Aug., 3 p.m.
MANILA	"YUENSANG"	Saturday, 10th Aug., 4 p.m.
SHANGHAI	"WINGSANG"	Saturday, 10th Aug., 5 p.m.
SHANGHAI	"CHOYSANG"	Tuesday, 13th Aug., 4 p.m.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.

Penang 85. 170

Calcutta 165. 350

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with the latest light.

* Taking Cargo on Through Bill of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Hongkong, 9th August, 1907.

GENERAL MANAGERS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 10th August.
ZAFIRO	2540	A. Fraser	Manila	On 10th August.

For Freight or Passage apply to

SHAW, TOMES & Co.,

Hongkong, 7th August, 1907.

GENERAL MANAGER.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ABERLOUR" ... On 23rd August.

For freight and further information apply to

SHAW, TOMES & Co.,

Hongkong, 7th August, 1907.

GENERAL AGENTS.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RENNANIA," "HAMBURG" and "HORNSTADEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with furniture. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

RHENANIA ... 1st September

HORNSTADEN ... 1st October

SILESIA ... 2nd November

HOMeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

SCANDIA ... 9th August

HAMBURG ... 4th September

RHENANIA ... 2nd October

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

SLAVONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Aug.

LIBERIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 26th Aug.

RHENANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Sept.

SUEVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Sept.

BRISGAVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 26th Sept.

NEXT SAILINGS HOMeward:

SLAVONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Aug.

LIBERIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 26th Aug.

RHENANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Sept.

SUEVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Sept.

BRISGAVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 26th Sept.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COLOGNE, HAMBURG, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SCANDIA ... NAPLES, HAVRE & HAMBURG ... 9th Aug.

SAXONIA ... HAVRE & HAMBURG ... 20th Aug.

HAMBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 4th Sept.

SLAVONIA ... HAVRE & HAMBURG ... 17th Sept.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply fitted. Lighted throughout by electricity. Duty qualified doctor and stewardess carried. Laundry on board.

For Freight or Passage, apply to

SHAW, TOMES & Co.,

Hongkong, 7th August, 1907.

GENERAL MANAGERS.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
SHAWMUT	3,006	E. V. Roberts	On 15th August.
TREMONT	3,006	T. W. Garlick	About 10th September.
SUFRIC	—	—	On 1st October.
KUMERIC	—	—	On 15th October.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

POST OFFICE NOTICE

FOR	PER	DATE
Manila, Thursday, 1st, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Nikko Maru	Friday, 9th, 11.00 A.M.
Swatow, Amoy and Foochow	Hsiching	Friday, 9th, 1.00 P.M.
Shanghai and Ching-king	Sui Tai	Friday, 9th, 1.15 P.M.
Swatow and Shanghai	Ichang	Friday, 9th, 3.00 P.M.
Singapore	Kashing	Friday, 9th, 3.00 P.M.
Kobe and Yokohama	Poate	Friday, 9th, 3.00 P.M.
Hankow and Hongkong	Igo Maru	Friday, 9th, 3.00 P.M.
Singapore, Penang, Malacca, Colombo & Bombay	Carl Diederichsen	Friday, 9th, 5.00 P.M.
Europe & India via Paterson	Wabunyu Maru	Saturday, 10th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Rubi	Saturday, 10th, 10.00 A.M.
Supplementary mail on board up to the time fixed for departure of the mail		
Extra Postage 10 cents.		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail, at 5 p.m.		
The Parcel mail will be closed to-day, at 5 p.m.		
Manila	Sui Tai	Saturday, 10th, 1.00 A.M.
Singapore, Penang and Calcutta	Yuenang	Saturday, 10th, 2.00 P.M.
Mcji, (Japan), Salina Cruz and Mexico	Leisang	Saturday, 10th, 2.00 P.M.
Tsingtau, Chefoo and Newchwang	Glenshi	Saturday, 10th, 3.00 P.M.
Shanghai	Kueigang	Saturday, 10th, 3.00 P.M.
	Wingang	Saturday, 10th, 4.00 P.M.

EYSEN'S "STAR BRAND" FINEST DUTCH CHEESE.

UNSURPASSED IN QUALITY.

TO BE HAD AT ALL THE STORES IN THE COLONY

WHOLESALE AND RETAIL.

Sole Agents—

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

Hongkong, 29th July, 1907.

TO-DAY

Sale, Household Furniture, at the Hotel

Baltimore, Mr. Geo. P. Lummett, 2.30 p.m.

TO-MORROW

Meeting, Hongkong Jockey Club, at Club's

Office, noon.

COMMERCIAL.

CLOSING QUOTATIONS.

August 8th

ON LONDON—

Telegraphic Transfer 2.2 1/2

Bank Bills on demand 2.3

Bank Bills at 30 days sight 2.3 1/2

Bank Bills at 4 months sight 2.3 1/2

Credits at 4 months sight 2.3 1/2

Documentary Bills 4 months sight 2.3 1/2

ON PARIS—

Bank Bills on demand 1.83

Credits at 4 months sight 1.88

ON GERMANY—

Bank Bills on demand 2.30

ON NEW YORK—

Bank Bills on demand 54 1/2

Credits at 60 days sight 55 1/2

ON HOLLAND—

Telegraphic Transfer 1.67 1/2

Bank on demand 1.68 1/2

ON CALCUTTA—

Telegraphic Transfer 1.67 1/2

Bank on demand 1.68 1/2

ON SHANGHAI—

Bank at sight 1.3

Private, 30 days sight 1.3 1/2

ON MANILA—On demand—Pesos—110

ON SINGAPORE—On demand—Pesos—110

ON BATAVIA—On demand—Pesos—110

ON HONGKONG—On demand—4 p.c.m.

ON SAIGON—On demand—4 p.c.m.

ON BANGKOK—On demand—4 p.c.m.

SOVEREIGNS, Bank's Buying Rate, 84 1/2

GOLD LEAF, 100 fine, per tael, 84 1/2

SILVER, per oz., 32 1/2

SUBSIDIARY COINS.

Chinese 20 cents pieces 84 1/2 discount.

Hongkong 20 84 1/2

Hongkong 10 84 1/2

OPTUM.

August 8th

Malaya New 88 1/2 per cent.

Malaya Old 88 1/2

Malaya Older 89 1/2

Malaya V. Old 89 1/2

Persian fine quality 86 1/2

Persian extra fine 87 1/2

Patna New 86 1/2 per chest.

Patna Old 86 1/2

Benares New 86 1/2

Benares Old 86 1/2

STEAMERS PASSED THE CANAL.

July 10th—Breit, Hudd., Solvadaik, 17th—

Indravadi, Glamorgania, Anatolia Maru,

Tambou, 20th—Starovita, Telamachus, Aca

Maru, Shimoa, 24th—Devanka, Hydra, 27th—

Agamemnon, Lancia, Nabis, Sanaki Maru,

Tourene, Brantia, 31st—Glenora, Flathire,

Longor, 3rd—Sikh, Brantia, 7th—Narman

Prince, Whitcross, August 3rd—Achilles,

Antenor, Sydney, Liberia, 8th—Benue

venue, Bremen, Manila, Oceania, Prinz

Heinrich, Rhennia, Hyon.

ARRIVAL AT HOME.

August 6th—Glenora, Room, Hitachi Maru.

PASSENGERS.

ARRIVED.

Per Alcega, from Shanghai, Mr. Carlisle,

Per Vortacra, from Trieste, Mr. Henderson,

Per Bichon, from Tientsin, Mrs. Carvane,

Mrs. Andrian, and 1 infant, Ellis.

DEPARTED.

Per Kumano Maru, from Hongkong, for

Japan, Mr. and Mrs. F. R. Thullberg, Mr. and

Mrs. W. Winn, Mr. and Mrs. I. Winn, Mrs.

W. J. Tudor, Mrs. H. Gordon, Mrs. Taketa

and child, Misses Bird, Baylis, C. Corless,

Ethel Berna and Gladys Ingram, Major Jones,

R.A.M.C., Capt. R. Westcott, Messrs. J. Mat-

sushina, M. Yamamoto, A. W. Smith, Dennis

Faller, M. Kikuchi, O. D. Fernandez, B. Fer-

nandez, Watson, Thomas and D. Matsui.

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. P. E. Friedrich carrying

the German Mails with dates from Berlin of

the 10th ult. left Singapore on Thursday the 8th

inst. noon, and may be expected here on or about

Monday the 12th inst. at 4 p.m.

The I.G.M. str. Zieten left Kobe via Nagasaki

and Shanghai on Sunday the 4th inst. p.m.,

and may be expected here on or about Tuesday

the 13th inst. p.m.

THE AMERICAN MAIL.

The T.K.K. str. America Maru sailed from

Yokohama on the 6th inst. and is therefore

due to arrive at this port via Manila on the

17th inst.

THE CANADIAN MAIL.

The C.P.R. str. Tular left Vancouver p.m.

on Thursday the 25th July for Hongkong via

the usual ports of call.

The C.P.R. str. Empress of China left Van-

couver a.m. on Tuesday the 6th inst. for

Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The Boston str. Shawmut left Manila on the

morning of the 6th inst., and is due here to-

day at 2 p.m.

The B.A.F. str. Scandia left Shanghai via

Fuefow on 3rd inst. p.m., and may be expected

here to-day p.m.

The N.Y.K. str. Awa Maru (European Line)

left Singapore for this port on the 6th inst.,

and is expected here on the 11th inst.

The Danish str. Transvaal left Port Said,

and may be expected here on or about the 17th

inst.

The str. Indravadi left New York on 30th

June, and is due here on or about 20th inst.

MESSRS. FALCONER & CO.'S REGISTER.

August 8th.

Barometer 9 A.M. 29.70 Therm. (Wetbulb) 9 A.M. 80

Barometer 1 P.M. 29.68 Therm. (Wetbulb) 1 P.M. 80

Barometer 4 P.M. 29.66 Therm. (Wetbulb) 4 P.M. 80

Thermom. 9 A.M. 81 Therm. Maximum 81

Thermom. 1 P.M. 84 Therm. Minimum over

Thermom. 4 P.M. 84 night 78

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

STEELING RESERVE \$10,000,000

SILVER RESERVE 11,000,000

RESERVE LIABILITY OF PROPRIETORS 10,000,000

COURT OF DIRECTORS.

G. H. MEDHURST, Esq., Chairman.

Hon. Mr. HENRY KESWICK, Deputy Chairman.

A. Fuohs, Esq., E. Shellen, Esq.

E. Goets, Esq., R. Shewan, Esq.

A. Haupt, Esq., H. A. W. Slade, Esq.

C. E. Lorenzmann, Esq., H. E. Tomkins, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER—

Hongkong—J. L. M. SMITH, Esq.

MANAGER—

Shanghai—H. E. R. HUNTER, Esq.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per

cent per annum on the daily balance.

On Fixed Deposits—

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. L. M. SMITH, Chief Manager.

Hongkong, 14th June, 1907.

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 12th January, 1907.

NEDERLANDSCH-INDISCHE HANDELSBANK

(NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (21,250,000)
Subscribed Capital Fl. 10,000,000 (Paid up)
Reserve Fund Fl. 2,112,570.36 (2,176,048)

HEAD OFFICE: AMSTERDAM.

SUB-OFFICE: THE HAGUE.

HEAD AGENCY: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoe, Bandjoeang and Weltevreden.

CORRESPONDENTS at: Cheribon, Tegal, Pecalangan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djedda, Bangkok, Saigon, Shanghai.

BANKERS:

(THE WILLIAMS DEACONS BANK, London)

(SWISS BANKCORP., Paris)

Paris: COMPTON NATIONAL D'ESCOMPTE DE PARIS.

Berlin: DEUTSCHE BANK.

Brussels: BANQUE DE PARIS ET DES PAYS BAS.

Vienna: UNION BANK.

Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.

On Current Account at the Rate of 2 1/2 per annum on the Daily Balances.

On Fixed Deposits: 12 months 4 per annum.

do. 6 do. 3 1/2 do.

do. 3 do. 3 do.

J. BOETTJE, Manager.

No. 16, Des Vaux Road Central.

271

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000

CAPITAL PAID-UP " 3,750,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy, Kobe, Taiwan

Anping, Nagasaki, Tamsui

Fuefow, Osaka, Tainan

Keelung, Shanghai, Yokohama

Swatow

HONGKONG OFFICE:

3, Des Vaux Road.

Interest allowed on Current Account

Deposits received on terms which may be on application.

D. TOIDOW, Manager.

Hongkong, 5th April, 1907.

842

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands, and the Republic of Panama.

CAPITAL PAID UP Gold \$3,250,000

RESERVE FUND " about Mex. \$5,000,000

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the Rate of 2 1/2 per annum on Daily Balances and accepts Fixed Deposits at the following rates—

For 12 months 4 1/2 per cent. per annum.

For 6 " 4 " "

For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON, Manager.

1239

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

STEELING RESERVE \$10,000,000

SILVER RESERVE 11,000,000

RESERVE LIABILITY OF PROPRIETORS 10,000,000

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C. E. Lorenzmann, Esq., H. E. Tomkins, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER—

Hongkong—J. L. M. SMITH, Esq.

MANAGER—

Shanghai—H. E. R. HUNTER, Esq.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per

cent per annum on the daily balance.

On Fixed Deposits—

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. L. M. SMITH, Chief Manager.

Hongkong, 14th June, 1907.

BANK